

The Hongkong Telegraph.

(ESTABLISHED 1861.)

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October 28rd, 1911. Temperature 10 a.m. 76, 4 p.m. 75; Humidity...72, 72.

October 28rd, 1911. Temperature 10 a.m. 80, 4 p.m. 79; Humidity...69, 74.

No. 8615

號四初月九年三統宣

WEDNESDAY, OCTOBER 25 1911.

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TELEGRAMS.

THE REBELLION.

[Service To The "Telegraph"]

KIUKIANG CAPTURED.

Bombay, Oct. 25, 7.30 a.m.
Reuter's correspondent at Shanghai states that the rebels have captured Kiukiang and burnt the yamen.
Otherwise there is apparently little disturbance.

A BUFFER STATE.

Bombay, Oct. 25, 7.30 a.m.
The "Novoye Vremya" urges the Russian Government to take advantage of the crisis in China, in the negotiations at St. Petersburg for the revision of the Russo-Chinese treaties, and the impending arrival of the Mongolian-Khans to explain their grievances, to secure autonomy for Mongolia and its definite establishment as a buffer state.

CHINESE CRUISER LAUNCHED.

Bombay, Oct. 24, 1.50 p.m.
Miss Amy Liu, the daughter of the Chinese Minister in London, christened the Chinese cruiser Chiaocho launched to-day. The cruiser sails in January for China.
Sir Andrew Noble said that was the 27th ship built for China. It would be the most up-to-date vessel of its type.
His Excellency Liu Yu-lin expressed his entire satisfaction with the Chiaocho.
Mr. Wu, son of Dr. Wu Ting-fang, dwelt on the importance of training the Chinese Navy.
The only "yellow peril" existing was that of Power gratuitously attacking the honour and integrity of China.
There was no more peaceful nation in the world than China.

A SIGNIFICANT SIGN.

Durban, Oct. 24, 11.10 p.m.
Reuter's correspondent at Peking states that Sianfu, which was regarded as a Government stronghold, has peacefully submitted to the rebels.
Official circles are deeply impressed by the secession of this historic refuge of the Chinese Court.

DIPLOMATIC WARNING.

Shanghai, Oct. 24.
It is reported that the Diplomatic Body at Peking has notified the Ministry of Foreign Affairs that unless Wuchang and other places are reconciled within three weeks, the foreign governments will be obliged to recognize the new republican government in Hupoh.

REBEL SUCCESSES.

The Imperialists have been attacked and repulsed by the rebels at Kwong-ni. The insurgent forces have captured Wushikwan where they are entrenched.

TELEGRAMS.

THE REBELLION.

HUGE GRANT FOR YUAN.

H. E. Yuan Shih-kai has obtained a grant from the Throne of Tls. 4,000,000 which will permit him to re-enlist those soldiers who have served with the colours of Chihli.

The family of the Viceroy of Chihli has arrived at Shanghai.

THE IRATE GENERAL.

H. E. Yuan Shih-kai has asked the Throne for permission to exercise his right of seniority over General Yin Chang and Prince Tsai Tiao. General Yin Chang hearing of this expressed great annoyance and spoke of denouncing H. E. Yuan for his impudence and conceit.

ADMIRAL SAI IMPEACHED.

General Yin Chang has impeached Admiral Sir Sai Ching-ping for not having opened engagements with the rebels with the large number of troops under his command. The general urges that this is sufficient to show that Admiral Sai cannot be depended upon, and suggests that the Throne should dispatch a high Commissioner of the Navy to superintend Admiral Sai and his conduct of operations.
The memorial has been received.

PLAIN TALKING.

In consequence of the rebellion in Hupoh, H. E. Chang Ming-chi, the Canton Viceroy, has memorialized the Throne, begging that all the members of the Imperial family should be removed from the Cabinet and that the Throne should issue a rescript laying the blame of the trouble on itself. His memorial has also been held over.

THE SECOND DIVISION.

Peking, Oct. 24.
The Cabinet has appointed H. E. Fung Kwok-cheung (Commissioner of the Army Advisory Council) as Commander-in-Chief of the second division of troops comprising 20,000 strong to be despatched to Hupoh to reinforce the Army under General Yin Chang. Fung Kwok-cheung will soon leave Peking.

HEAVY GRANTS.

The Empress Dowager has granted from the Imperial Treasury Tls. 2,000,000 and Prince Ching has given a similar amount from his private purse for the expenses of the operations.

MORE MUNITIONS OF WAR.

The Army Advisory Council and the Army Board have instructed the officials in charge of the arsenals at Tachow and Shanghai to increase the output of arms and ammunition.

PEKING ALARMED.

A rumour is gaining ground in the Capital that Iching, Shasi and Changsha have fallen into the hands of the rebels. The citizens in Peking are greatly alarmed, and all the legations have taken the necessary steps for protection in case of trouble.

BATTLE EXPECTED.

The troops under General Yin Chang have arrived at Hankow district not far from Hansang. A big engagement is considered imminent.

TELEGRAMS.

THE REBELLION.

NEWS FROM CANTON.

[The "Telegraph" Correspondent.]

Canton, Oct. 24.

H. E. Yuan Shih-kai has telegraphed to the Viceroy and Governors of the various provinces

stating that the activity of the rebels is due chiefly to people's mad desire to overthrow the present dynasty. Unless the military and naval forces in the whole empire are united, there is no hope of suppressing the rebellion in Hupoh. H. E. has said that the Viceroy and Governors are more advanced in their ideas than he is, and they might be able to suggest some good ways of saving the country at this critical stage. As for himself he could only discharge his duties faithfully to the Empire and serve the Emperor with loyalty.

THE LOYAL TROOPS.

At 10 o'clock yesterday the Viceroy received a telegram from the Governor of Honan stating that two divisions of the Imperialists have arrived, but have not as yet engaged with the rebels. General Yin Chang is at present staying at Kwong-ni with his forces, while H. E. Yuan is engaged in re-enlisting time-expired soldiers.

CANTON ARSENAL ACTIVE.

H. E. the Canton Viceroy, fearing that the arms and ammunition required by the troops engaged in the operations may not be readily supplied, has ordered the authorities in charge of the Canton Arsenal to work day and night. Yesterday a large quantity of arms and ammunition was conveyed to the wharf on the Bund for shipment to Hupoh.

SCARE AT CANTON.

On the night of the 22nd inst., Canton was again frightened with a false alarm of rising. It appears that some ladies were walking near Shoungmoonai, when they were chased by ruffians. When they party reached the yamen of the Provincial Treasurer, some thieves attempted to steal the ladies' belongings. They raised the alarm and the people in the neighbourhood not knowing what had happened mistook it for a rising. Shopkeepers closed their doors and pedestrians ran off pell mell.

At the time H. E. the Viceroy and Field Marshal Lung Chai-kyong were dining, with Admiral Li, the factots, prefects and magistrates, and at first they contemplated calling out the military but fortunately refrained from doing so.

INHABITANTS FLEEING.

Rumours of impending unrest are being widely circulated in Canton, and as a consequence the inhabitants of the City are panic-stricken, and their only desire appears to be to get away. Large numbers are leaving for Hongkong daily and the outgoing steamers are packed with refugees. Even the students in the schools have absented themselves from lessons, and have returned home.

Although at present, save for the alarming series of rumours, everything is apparently quiet, there are signs of forthcoming trouble in the outlying districts. Luk Lau-ching, the notorious brigand chief, is reported to be very busy and is said to be contemplating a rising in Sam-sai. Li Tang-tung, another similar character, has openly expressed his intention of stirring up trouble in Nam-shi.

TELEGRAMS.

THE REBELLION.

REVOLUTIONARY ACTIVITY.

An official report has been received here stating that trouble may be expected at Kachow. Colonel Wu of that district has sent in a report to the effect that the revolutionaries are actively engaged in spreading their propaganda in Shoungpo, and he has been instructed, in turn, to take every precaution to prevent a rising in his prefecture.

The foreign gunboats, anchored off Shameen, are being held in readiness for any emergency.

VICEROY JUI'S YAMEN.

A writer in the "Central China Post" of October 16 gives the following description of a visit to the Viceroy's yamen at Wuchang, which had been destroyed by the rebels.

We found that probably half of the yamen buildings still remained, the part burned being the front entrance and the dwelling house at the back.

It is impossible to describe the perfect maze of buildings, and no one would wonder after once seeing it that the Viceroy escaped. There seemed to be opportunities and openings innumerable for flight. In all the rooms that are still remaining is an indescribable mass of debris. Books, chairs, letters, plans, broken vases and crockery, all sorts of things littered the floor. In the guest room there was a fine suite of European furniture which has suffered badly.

The mantel cover lay on the floor broken, the dinner wagon also, with its side knocked in, a fine writing desk, minus one set of drawers which had been torn away from underneath was there also. The sleeping apartments are completely gutted, and a foreign iron bedstead has been twisted into queer shapes by the heat.

When we entered the yamen, people were taking away everything that was likely to be useful. Some were picking up boards, others taking the glass out of the windows, others carrying off steel piping, electric wiring, books and discarded clothing.

The fire at the yamen, however, must have been on a small scale compared with the destruction wrought at the other side of the street. Here is a vast area of dwelling houses which contained the families of the yamen guard, burnt to the ground.

Large numbers of the revolutionary soldiers were making themselves at home on the British Concession yesterday. They executed one man, who they said, was a Manchian, at the city wall road, and another at the Custom House on the Bund. Up in the native town they were reported to be killing great numbers. If they did not say "sixty-six" to their satisfaction they came their heads and it was all the same in the case of those who refused to speak. An effort is being made to come to an understanding with the new authorities which will result in their recognizing the old concession regulation that Chinese soldiers are not to be allowed on the Concession, unless by the directions of their superior and with the sanction of the Municipal Council.

TELEGRAMS.

THE REBELLION.

REBEL OATH OF ENLISTMENT.

The following, according to the "Hankow Daily News," is a copy of the official document for enlisting in the Revolutionary Army.

I, a native of Hsien, of Prefecture of in the Province of Hupoh, through the introduction of, enabled to understand that the aim of the People's Army Government is to drive out the Manchus, to recover the loss of the Son of Han, to establish a government for the people and foster liberty and equality, am now self-willing to be listed as a member of the Central Association of Hupoh. Hereafter I will forever obey all its constitutions and by-laws. In case of any violation, I am prepared to receive the due punishment. I respectfully beg the Advisor General Sung Chiao-chien to submit this confession to the General Secretary Liu to be sanctioned. And through the special officer Shung Chen-woong, I hope, this will be made known to the President of the People's Army Government, Shung Chong-shan (sometimes known as Sung Wen.)

The name of the Introducer (signed).
Huang Dynasty 4600, 8th moon.

SHANGHAI NATIVE TELEGRAMS.

October 19.
Imperial troops and the revolutionaries began hostilities along the river bank near the railway station. The revolutionaries are said to have suffered a slight defeat.

The official force consists of the 57th and 58th Hunan infantry, 400 defensive troops, and a portion of the Northern Army that have arrived.

Both the Customs buildings and the offices of the Taikooyu Hong, Customs brokers, were set alight by ruffians on October 17, and the fire was extinguished by a party of the revolutionary army. Fire has been raging fiercely on Hupoh, a hill outside the Wuchang city; all the houses and effects belonging to the banner-men were being burnt or destroyed by the rebels.

The High Court of Justice is being carefully guarded by a company of revolutionaries, against incursion by miscreants. The gates of Wuchang are intermittently opened for the passing of merchants and traders, with practically no restrictions.

Admiral Sai has telegraphed to the Ministry of Marine from Hankow, stating that all light-draft ships are being successively ordered to the front. The Hai-chi (the cruiser that is returning to China from Mexico) is to station herself at Woosung. The Hai-chi and Hai-lan are assigned the duty of protecting the Shanghai Arsenal. But the lower approaches of the Yangtze River seem still too weakly guarded, as the craft belonging to individual provinces are needed to defend their own territories, and therefore are not free to obey his orders, he asks the Ministry to decide what is to be done.

Chang Ming-chi, Canton Viceroy, and Chen Teh-chuan, Governor of Soochow, says the "China Times" have both requested the Throne to adopt true reforms on a large scale, to dismiss the system of a Noble Cabinet, and to issue a Decree admitting the Emperor's mistake in former policies, so as to regain the sympathy of the people.

All the provinces have been ordered by a Decree to cut down expenditure as far as possible in order to be able to supply funds to the army in Hupoh to prosecute the war.

TELEGRAMS.

THE REBELLION.

SHANGHAI NATIVE TELEGRAMS.

October, 20.
Telegrams from Peking state that a request has been addressed to all the Viceroy and Governors by Chen Teh-chuan, Governor of Soochow, to join their names with his in a memorial, praying the Throne to own its mistake, to reconstruct the Cabinet, etc. But Viceroy Chang Jen-chun of Nanking has strongly opposed this proposal by denouncing it in a telegram to all the provinces.

Owing to the runs on the banks, the Viceroy of Nanking has authorized the loan of \$1,000,000 in new coins to the four Chinese banks, namely, Taiching, Communication, Yunging, and Hsun-chun. This fresh supply of dollars will also relieve the stringency of the Shanghai money market very materially.

Hankow telegrams report also a scarcity of ready money in its market, causing stoppage of work in mills and factories. On October 19, an extraordinary session was held by the Provincial Assembly, which decided that a request should be sent to the Governor to borrow Treasury reserves to relieve the market and to abrogate the land taxes of the Hupoh district.

Tsun Chun-huan has thrice declined acceptance of his appointment by pleading illness, but the Throne has again urged him to assume the office. He intends to decline still, and to ask the Throne to appoint another competent official.

H. E. Tsun Yun, Governor at Hangchow, has ordered the defensive regiments to guard the armoury, which action has caused an unusual fluttering of alarm among the populace.

A Chinkiang telegram says that the Manchian garrison there have surrounded the Bureau of Arms and possessed themselves of the rifles and ammunition therein found, declaring that they have done so for self-preservation, fearing an attack by the Chinese.

The battle at Hankow on the 18th is said to have continued for ten hours, and both sides suffered a loss of over a thousand men in wounded and killed.

The Revolutionary Government is said to be ordering reinforcements from Soochuan and Hunan; 2,000 rebels are said to be waiting for embarkation at Kiukiang, having been recruited from many parts of the Kiangsi province.

The two sons of General Chagui Piao, educated in Japan, are reported to have gone over to the revolution party, and the General himself to have written a letter to the revolutionary leader, agreeing to surrender.

A reward of Tls. 1,000 is offered by the rebels for information about Jui Cheng's whereabouts. This will be increased to ten times should any report lead to his being discovered.

Yuan Shih-kai started from his home on October 18; he used a private chop to send off some telegrams in lieu of his seal which cannot be cast in time.

A telegraphic order was received by the China Merchants' S. N. Co. from the Yuelunpu to send no more steamers to the North for transporting troops, as a victory had been gained by the Army and Navy. But the ships are to be held ready to leave at a moment's notice. (This telegram was received in the forenoon of October 19.)

The Peking-Hankow railway line is in a thoroughly good condition with the exception of slight damage which will not impede the movement of troops.

An official telegram to the Shanghai Taotai, dated October 10, reads:
To-day Navy and Army won already and rebels were defeated. (Yuh-tsun-pu Seal.)

TELEGRAMS.

THE WAR.

CONSUL WOUNDED.

[Service to the "Telegraph"]

Bombay, Oct. 25, 7.30 a.m.

Reuter's correspondent at Malta wires that the letters from Benghazi describe the bombardment as doing great havoc and creating a panic.

The British Consulate was badly damaged, and the Consul, Mr. Francis Jones, was wounded.

It is estimated that the casualties among the inhabitants amount to four thousand.

USE OF MONOPLANE.

Bombay, Oct. 24, 1.50 p.m.
Reuter's correspondent at Rome states that two officers made a reconnaissance on a monoplane at Tripoli and discovered four Turkish camps eight miles beyond the Italian outposts.

SEVERE ENGAGEMENT.

Durban, Oct. 24, 0.30 p.m.
Reuter's correspondent at Rome states that heavy fighting has taken place at Benghazi. The Turkish regular troops were reinforced by five thousand Arabs. They lost 400 killed and 1,200 wounded.

The damage in the recent bombardment is officially described as not great.

CHURCH COLLAPSES.

A Maltese Church partly collapsed, and eight people were killed and ten wounded. Several British Jews who were taking refuge in the Consulate during the bombardment were either killed or captured.—Reuter.

GERMAN POLITICS.

WHY FOOD IS DEAR.

[Service to the "Telegraph"]

Durban, Oct. 24, 0.25 a.m.

The Reichstag has debated Dear Food interpellations.

Dr. Bethmann-Hollweg, replying, said the only object of the interpellations was to destroy Germany's protective system. This the Government would resolutely resist. He attributed the dearth of food to drought.

The speech was punctuated with cheers from the right and uproar and hisses from the Socialists.—Reuter.

RAILWAY COMMISSION.

LABOURIST EXPLAINS.

[Service to the "Telegraph"]

Durban, Oct. 24, 0.25 a.m.

Mr. Arthur Henderson, M.P., has issued an explanation of the findings of the Commission.

He considers that the dissatisfaction of the men is due to misunderstanding.

He emphatically denies that the Report does not concede recognition of the Trades Unions, and trusts that his explanation will relieve the feelings of the men.—Reuter.

Weather Forecast.



Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....15,000,000
Total.....\$25,000,000

RESERVE LIABILITY OF PRO-
PRIETORS.....\$15,000,000

COURT OF DIRECTORS
G. H. Medhurst, Esq., Chairman
J. H. Bell, Esq., Deputy Chairman
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CHIEF MANAGERS:
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Shanghai—H. E. B. HUNTER.
LONDON BANKERS—LONDON & WESTMINSTER BANK LTD.

HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per Cent.
On Fixed Deposits:

For 3 months, 3 1/2 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 4 1/2 per Cent. per Annum.
N. J. STARR, Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR, Chief Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE:—LONDON.
PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,625,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT AT THE RATE OF 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
On Fixed Deposits for 6 months, 3 1/2 per cent.
On Fixed Deposits for 3 months, 3 per cent.
Wm. DICKSON, Manager.
Hongkong, 1st May, 1911. [22]

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1860.
AUTHORIZED CAPITAL Yen 48,000,000
PAID-UP CAPITAL....." 30,000,000
RESERVE FUND....." 17,150,000

Head Office—YOKOHAMA.

Branches and Agencies at:
Aomori-Hsien Newchwang
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Hankow (Hankow)
Honolulu San Francisco
Kobe Shanghai
Liao-Yang Tientsin
London Yokohama
Lyons Tokyo
Nagasaki

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 25th Sept., 1911. [18]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP...Gold \$3,250,000
RESERVE FUND...Gold \$3,250,000
Gold \$6,500,000

HEAD OFFICE:—

60 Wall Street, New York.

LONDON OFFICE:—

86, Bishopsgate.

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NATIONAL & COUNTY BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 3 per cent. per annum.

For 1 month 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 3 per cent. per annum.

For 1 month 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 3 per cent. per annum.

For 1 month 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 3 per cent. per annum.

For 1 month 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 3 per cent. per annum.

For 1 month 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 3 months 3 per cent. per annum.

For 1 month 2 1/2 per cent. per annum.

CANTON-KOWLOON RAILWAY. TIME TABLE.

On and after 5th October, 1911, and until further notice.
Previous Time-Tables cancelled.

DOWN TRAINS.										UP TRAINS.									
STATIONS.	A.M.	A.M.	Express A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	Express P.M.	STATIONS.	A.M.	A.M.	Express A.M.	A.M.	P.M.	P.M.	P.M.	Express P.M.	
Canton			7.40	7.55	8.10				8.55	Kowloon		7.00	7.00	11.40		9.35	9.45		
Shek Pai			7.50		8.20					Hung Hom		7.05	7.05	11.45		9.40	9.50		
Che Pi			7.55		8.25					Yau Ma Tei		7.10		11.50		9.45	9.55		
Wu Chung			8.05		8.35					Sha Tin		7.15		11.55		9.50	10.00		
Nan Kong			8.15		8.45					Tai Po		7.20		12.00		9.55	10.05		
Sun Tong			8.25		8.55					Tai Po Market		7.25		12.05		10.00	10.10		
Tung Mei			8.35		9.05					Fan Ling		7.30		12.10		10.05	10.15		
Nga Vee			8.45		9.15					Shum Chun		7.35	8.45 Stop	12.15	10.10	10.20	10.30		
Shen Tsun			8.55		9.25					Pu Kut		7.40	8.55	12.20	10.15	10.25	10.35		
Shek Hei			9.05		9.35					Li Long		7.45		12.25		10.20	10.30		
Shek Lam			9.15		9.45					Ping Wu		7.50		12.30		10.25	10.35		
Shek Luk Kiu			9.25		9.55					Tin Tong Wai		7.55		12.35		10.30	10.40		
Shek Lung			9.35	9.45 Stop	10.00	9.50 Stop			10.00	Shek Ku		8.00		12.40		10.35	10.45		
Sai Wu					10.10				10.05	Tung Yau Ha		8.05		12.45		10.40	10.50		
Nan Shek					10.20				10.10	Lam Tsun		8.10		12.50		10.45	10.55		
Wang Lik					10.30				10.15	Cheung Shuk Tau		8.15		12.55		10.50	11.00		
Shung Ping & Muk Luk					10.40				10.20	Shek Luk		8.20		13.00		10.55	11.05		
Tu Tung					10.50				10.25	Tu Tung		8.25		13.05		11.00	11.10		
Cheung Muk Yau & Shek Ma					11.00				10.30	Sheung Ping & Muk Luk		8.30		13.10		11.05	11.15		
Lam Tsun					11.10				10.35	Wang Lik		8.35		13.15		11.10	11.20		
Tung Yau Ha					11.20				10.40	Nan Shek		8.40		13.20		11.15	11.25		
Shek Ku					11.30				10.45	Sai Wu		8.45		13.25		11.20	11.30		
Shek Luk					11.40				10.50	Shek Lung		8.50		13.30		11.25	11.35		
Shek Luk Lou					11.50				10.55	Shek Lam		8.55		13.35		11.30	11.40		
Shek Hei					12.00				11.00	Shek Hei		9.00		13.40		11.35	11.45		
Shek Lung					12.10				11.05	Sien Tsun		9.05		13.45		11.40	11.50		
Sai Wu					12.20				11.10	Nga Vee		9.10		13.50		11.45	11.55		
Nan Shek					12.30				11.15	Tung Mei		9.15		13.55		11.50	12.00		
Wang Lik					12.40				11.20	Sun Tong		9.20		14.00		11.55	12.05		
Shung Ping					12.50				11.25	Nam Kong		9.25		14.05		12.00	12.10		
Muk Luk					13.00				11.30	Wu Chung		9.30		14.10		12.05	12.15		
Tu Tung					13.10				11.35	Che Pi		9.35		14.15		12.10	12.20		
Cheung Muk Yau					13.20				11.40	Shek Pai		9.40		14.20		12.15	12.25		
Shek Ma					13.30				11.45	Canton (Tai, Sha Tin)		9.45		14.25		12.20	12.30		
Lam Tsun					13.40				11.50										

Passengers for Shum Chun and British Section continue by 7.55 a.m.

Passengers for Shum Chun and British Section continue by 8.55 p.m.

Passengers for Shum Chun and British Section continue by 7.55 a.m.

Passengers for stations beyond Shek Lung continue by 4 p.m.

Passengers from Intermediate Stations between Shum Chun and Shek Lung and for Canton only continue by 7.55 a.m.

Passengers from Intermediate Stations between Shum Chun and Shek Lung and for Canton only continue by 8.55 p.m.

HARTIANA.

The following stories are told by the "Manchester Guardian":—
A story which will be appreciated by European officials in China—particularly those who remember their early struggles with the language—is told of the late Sir Robert Hart and the study of Chinese. The first book which both Consul and Customs men have to tackle is Wade's "Tzu Erh Chi," which contains about a thousand characters. One day the I. G. called a certain assistant to him and asked him how his Chinese was progressing. "I study every day," was the prompt reply.

"Can you talk at all?" inquired Sir Robert.

"Yes," said the assistant boldly.

"Well, I should like to hear you talk to your teacher," said the I. G.

"Certainly, Sir Robert. What shall I talk about?"

"Well, suppose you say last night's thunderstorm." Describe last night's thunderstorm.

The assistant cleared his throat and began. "Hsien-sheng, too'rh wan shang (yesterday evening). Brrr! boom! boom! boom! tung pu tung (Do you understand?) Then he stopped short.

"Very ingenious, very ingenious," said the I. G. quickly, "but a little sketchy, Mr. C. Thank you. That will do."

All official documents other than those written entirely in Chinese are issued "by order of" either a Commissioner or the Inspector General, so that an assistant signing his name over the heading "Commissioner of Customs" or "Inspector General" fills in "by order of" in the abbreviated form B/O. But one day in Peking the Chief Secretary omitted the B/O, and a very important document was submitted to the I. G. for his final approval with the name of the Secretary appearing thus:—

I have the honour to be
Your obedient servant,
A. B.

Inspector General.

The Chief Secretary promptly had the document returned to him, and on taking it up saw a cross against his name, and in the margin the red-ink note: "A little premature, Mr. —."

The late Sir Robert was an autocrat, and would spare nobody once he had made up his mind to pursue a certain course of action. A story about his brother James Hart illustrates this. James Hart was at Peking, and the I. G. transferred him to one of the southern ports. The two were, dining together, James Hart a little sulky at being moved away.

"When do you think you will be ready to go?" inquired the I. G.

"I can't possibly get away for several days," replied his brother.

"Oh, indeed!" said Sir Robert. He got up and rang the bell. The servant appeared.

"Have Mr. James Hart's things packed and a cart ready for him by five o'clock to-morrow morning."

To see a Chinese dressed in native costume in the streets of London or Paris is something of a rarity. They are to be seen, of course, but the sight is sufficiently curious to attract attention even at the present day. Years ago, when the I. G. was in Paris, the rarity must have been much greater. At any rate, there is a good story told in connection with Sir Robert's last visit to that city. He had taken a "boy" with him, for after one has lived in China for any length of time a "boy" becomes one of the necessities of life. Monks on leave, for instance, find the absence of a body servant at first quite irritating. The "boy" would accompany the I. G. when he went for walks or had shipping or business of a similar nature to do, and on such occasions would follow at a few paces behind his master. But he contracted an annoying habit of lagging behind, and so of getting lost. Time and again Sir Robert would look round to find that he had disappeared. At length he grew weary of this, and he ordered his "boy" to walk in front. This made matters very much easier until one day a lady remarked in a loud voice to her companion: "Dites, Henri, regardez-moi ce mandarin chinois avec son domestique derriere!" That was too much for the great man of China. The "boy" was transferred to Peking.

Auction

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, on

MONDAY,

the 30th day of October, 1911, at 8 o'clock, at their Sales Room, No. 8, Des Voeux Road Central, THE FURNITURE, FIXTURES, FITTINGS, ASSETS & EFFECTS OF THE

KING EDWARD HOTEL and the Goodwill of the Business as a going concern.

Comprising the necessary and valuable Hotel business carried on by the late Mr. DUNNICK, formerly of the Hotel, and the style of THE KING EDWARD HOTEL, together with the benefit of the Leases of portions of the Royal Buildings and Prince's Buildings hereinafter mentioned.

The Premises occupied by the Hotel and the accommodation is as follows:—

1. ROYAL BUILDINGS:—

Consist of (a) Underground Godown, also, (b) Ground Floor (c) Two ground floor and first floor (d) Five upper floors and (e) Top of Fifth floor, all disposed as follows:—

(a) UNDERGROUND:—partitioned off into (i) two spacious godowns (one used for storing liquors, wine, bottled waters, mineral waters, cigars and other bar supplies and the other for storing passengers' baggage and also effects belonging to the Hotel of which there is a large stock in reserve (ii) a room for storing empty bottles (iii) a large room for Comptroller's Office (iv) two rooms for Comptroller's Office (v) a Carpenter's workshop and (vi) an open space in which a salt water pump with a well is laid.

(b) GROUND FLOOR:—is divided into two sections, namely, (A) Offices and (B) Bar.

(A) Offices:—(i) Booking Office with Counter (ii) Manager's Office adjoining (iii) a spacious Hall with tables and seats for visitors—all of which are in front while at the back two private offices and a telephone room.

(B) Bar:—contains (i) Bar with counter and Cash Register, all fitted up in first class style with three Billiard Tables complete (ii) Lavatories and urinals with hot and cold water pipes for wash-hand basins; all up-to-date fittings.

(c) Two ground-floor and first floor:—are two compartments:—(i) Private Bar and (ii) Dining Room.

(d) FIRST FLOOR:—comprises (i) Two large Dining Rooms (ii) one Parlor (iii) one Carriage Room with Heating Range (iv) Kitchen with Cooking Range complete (v) Baker's Room and (vi) a space with boiler for hot water.

(e) SECOND FLOOR:—has (i) Reception Room (ii) Private Dining Room (iii) Waiting Room (iv) One large room with two Billiard Tables and other suitable fittings (v) Tea Room (vi) Clerk Room and a number of subsidiary rooms as follows:—

One Ladies' Lavatory
One Gentlemen's do
One Ladies' Bath Room
One Gentlemen's Bath Room

The spare rooms for use of servants and for keeping sundries. Rooms I to VII and V to VII can be used as bed-rooms.

(f) Upper Floor:—

Third Floor: 9 Ladies' Gent's Bath Rooms

Fourth Floor: 9 Ladies' Gent's Bath Rooms

Fifth Floor: 9 Ladies' Gent's Bath Rooms

The bed-rooms on these three floors with such of the rooms on the Second Floor as are convertible as bed rooms make 43 Bed Rooms in all, the Billiard Room can also be used as a Bed Room.

All the Lavatories are of the latest pattern and the Bath-rooms are equipped with first class Atlantic Baths.

(g) Top of Fifth floor are Chinese Kitchen and Servants' Hall.

A Fire Escape runs from the roof right down to the ground floor outside. Each floor has a Telephone Room.

With the above will be sold the benefit of the Lease of portions of the Royal Buildings upon which the above premises are situated dated the 23rd day of October, 1905 for a term of 14 years from the 1st day of September, 1905 and for a further term of seven years from the expiration of the said term of fourteen years at a monthly rental of \$1,710 67 and taxes which amount to approximately \$223.16 per month.

2. PRINCE'S BUILDINGS:—

Consist of (i) Ground floor, with underground Godown now let to the Medical Hall—

and (ii) Three upper floors disposed in the following manner:—(1) Ground floor is divided into Sections namely, A and B. Section A is let to the Bank of Taiwan upon an agreement for Lease which will expire on the 30th day of September 1912 at a monthly rental of \$800 inclusive of taxes, and Section B is let to Emil Niedermeyer carrying on business as The Medical Hall upon a sub-lease which will expire on the 30th day of September 1912 at a monthly rental of \$500 for the first two years of the said term and at the monthly rental of \$600 a month from the 1st day of October 1912 to the 30th day of September 1917.

Full particulars of these sub-leases can be supplied by the undersigned.

Of the 27 Bed-Rooms on the above floors certain rooms are let to Messrs. Johnson, Stokes and Master, Solicitors and Notaries, upon a sub-lease which will expire on the 30th day of September 1917 at a monthly rental of \$350 exclusive of taxes; leaving 21 rooms for the use of visitors. Full particulars of the above sub-lease can be supplied by the undersigned.

On the Second Floor is a Chinese Kitchen for the use of servants while on the Third Floor there is an accommodation for the Hotel Watchmen.

With the above will be sold the benefit of the original Lease of portions of the Prince's Buildings upon which the above premises are situated dated the 12th day of August, 1909 for a term of Eight years from the 1st day of October, 1909 at a monthly rental of \$1,750.00 and taxes which amount approximately to \$227.50 per month.

The Assets and effects comprise the valuable and up-to-date furniture, fixtures and fittings, cutlery, glass and crockery, table linen and electric installation (lights and fans) in and upon the above premises and all other paraphernalia now in and upon the said premises used thereupon for carrying on the said business, an inventory of which may be inspected at the Office of the undersigned.

A Publican's Licence has for many years been held by the late Proprietor of the premises and the present Licence will (subject to the transfer being approved by the Licensing Board) be transferred to the Purchaser and he can hold the same until the Licence expires on the 30th day of November, 1911.

WITH THE ABOVE WILL BE SOLD The Single-deck steam-launch "King Edward," Licence No. 372, Length 60 ft. 5 in., Breadth 10 ft. 8 in., depth 7 feet. Gross Tonnage 27.15, Net Tonnage 11.39, together with all her tackle, gear and apparatus, engines and boilers as she now lies afloat in the Victoria Harbour. This steam launch was in the month of May, 1911 thoroughly over-hauled and repaired.

Particulars and Conditions of sale may be obtained from Messrs. Johnson, Stokes and Master of Prince's Buildings, Victoria, Hongkong, Solicitors to the Vendors.

Orders to view the premises excepting the premises of the sub-leases may be obtained from the undersigned:—

JOHNSON, STOKES & MASTER, Prince's Buildings, Solicitors for the Vendors, Hongkong, Oct. 11, 1911. [1486]

Boxing! Boxing!

GREAT BOXING CONTEST, CITY HALL.

SATURDAY, 28th October, 1911, commencing at 9 P.M. sharp.

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12.00 a.m. 8.40 p.m. 10.50 " 5.00 a.m. 5.15 " 1.20 p.m. Noon

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THE CHINA SQUADRON.

Following are the vessels of the China Squadron:—

Submarines:—

No. 36, Lieut.-Comdr. Godfrey Herbert.

No. 37, Lieut.-Comdr. A. A. L. Fennor.

No. 38, Lieut.-Comdr. J. R. A. Codrington.

Alacrity, despatch-boat, Comdr. A. Lowndes, 700 tons, 4 guns, 2,000 i.h.p.

Astron, 2nd class cruiser, Captain E. B. Kiddle, 4,300 tons, 10 guns, 7,000 i.h.p.

Atlas, admiralty tug, Master S. West, 615 tons, 1,400 i.h.p.

Bramble, gunboat, Lieut.-Comdr. B. G. Washington, 710 tons, 900 i.h.p.

Britomart, gunboat, Lieut.-Comdr. J. M. Barker, 710 tons, 900 i.h.p.

Cadmus, British sloop, Comdr. H. Lynes, 1,070 tons, i.h.p. 1,400 i.h.p.

Chernub, water tank and tug, Master W. Smith, 390 tons, i.h.p. 340.

Clio, British sloop, Comdr. H. B. Vane, 1,070 tons, i.h.p. 1,400.

Fame, torpedo-boat destroyer, Lt.-Comdr. H. S. Monroe, 340 tons, 6 guns, 5,700 i.h.p.

Flora, 2nd class cruiser, Captain J. Nicholas, 4,300 tons, 10 guns, 7,000 i.h.p.

Handy, torpedo-boat destroyer, Lieut.-Comdr. Hon. Guy Stopford, 295 tons, 6 guns, 4,000 i.h.p.

Janus, torpedo-boat destroyer, Lt.-Comdr. M. B. R. Blackwood, 320 tons, 6 guns, 3,900 i.h.p.

Kent, armoured cruiser, Capt. S. St. J. Farquhar, 9,800 tons, 14 guns, i.h.p. 22,000.

Kingsley, river gunboat, Lieut.-Comdr. T. J. S. Lyne, 616 tons, i.h.p. 1,200.

Merlin, surveying ship, Comdr. B. O. M. Davy, 1,070 tons, 6 guns 1,400 i.h.p.

Minotaur, armoured cruiser (flagship) Vice-Admiral Sir A. L. Wintles, Capt. G. C. Cayley, 14,000 tons, i.h.p. 27,000.

Monmouth, armoured cruiser, Captain L. E. Power, 9,800 tons i.h.p. 22,000.

Moorhen, river gunboat, Lieut.-Comdr. G. P. Leith, 180 tons, 2 guns, i.h.p. 800.

Newcastle, 2nd class cruiser, Captain George P. E. Hunt, 4,800 tons, turbines.

Nightingale, river gunboat, Lt.-Comdr. Claude Hillersden Woodward, 85 tons, 240 h.p.

Otter, torpedo-boat destroyer, Comdr. Lamb, 385 tons, 6 guns, 6,300 i.h.p.

Robin, river gunboat, Lt.-Comdr. Cosmo A. O. Douglas, 85 tons, 2 guns, 240 h.p.

Rosario, depot ship for Submarines, Lt.-Comdr. N. E. Archdale, 980 tons, i.h.p. 1,400.

Sandpiper, river gunboat, Lieut.-Comdr. E. J. J. Southby, 85 tons, 2 guns, 240 h.p.

Snipe, river gunboat, Lt.-Comdr. Maurice B. Leslie, 85 tons, 2 guns, 240 h.p.

Taku, torpedo boat destroyer, Gunner E. J. Trillo, 305 tons, i.h.p. 6,000.

Tamar, receiving ship, Commodore Eyres, 4,850 tons, 6 guns.

Teal, river gunboat, Lieut.-Comdr. R. J. Buchanan, 180 tons, 2 guns, 800 i.h.p.

Thistle, gunboat, Lieut.-Comdr. M. B. Baillie-Hamilton, 710 tons, 900 i.h.p.


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Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, OCTOBER 25, 1911.

GUILD TYRANNY.

Recognition of trade unions means the recognition of a callous, brutal and unintelligent tyranny. We can speak with knowledge of these things. Here in Hongkong, as we have intimated on previous occasions, the Chinese are endeavouring to establish a tyranny that has apparently for its aim the legalization of lousiness. We will confine ourselves, for the present, to the printing trade. There is a Guild in existence in Hongkong, which practically claims the right of dictating the manner in which foreign printing offices should conduct their business. The unfortunate employees who are not members of this Guild are intimidated and, on occasion, brutally assaulted. Men who desire to give a fair day's work for a fair day's wage are actually fined for so doing. Every one of the foreign newspapers published in Hongkong has had difficulties; the aim in each case being to establish the right of the Guild to conduct the employer's business. One of the extraordinary features of the situation is that many of the members of the Guild have been forced to join unwillingly and are in no way in sympathy with its objects. But they are, as is so often the case, overawed and forced into a path which is distasteful to them, and which they know it is dangerous to tread.

There is only one way in which the tyranny of organized labour can be defeated. There must be full and cordial co-operation among the employers against the common foe. Any attempt on the part of any one employer to seek personal advantage by withholding his assistance from measures of common defence would be fatal to success. The interest of the one is the interest of all and if the employers are beaten in detail by trade unionists or guildmen fighting as one army, every employer must suffer. It is only pusillanimity and shortsightedness on the part of any one of a body of employers that can possibly give success to the men. Not only is the wealth and the intelligence on the side of the employers, but public opinion, when the issue is not one of wages or hours, but more, whether the person who pays the wage shall conduct his own business, is bound to be against the men. With these advantages this intolerable tyranny, which is as obnoxious and injurious to most decent and intelligent workmen as it is to the employers, could be and should be crushed. To hope, by letting one section of the employers fight the battle, and by standing aloof, to reap advantage at no cost, would be a policy as shortsighted as it is cowardly and treacherous. The defeat of the militant section of the employers would involve anyone who refrained from affording aid and his last state would be incomparably worse than his first. Any such would merit, and richly deserve, each and every tax however onerous, imposed by the most exacting employees. The victory of the militant section would confer no advantage upon any non-participant in the struggle, as the victors would impose their own terms and they would certainly be less tender towards false friends than open foes.

DAY BY DAY.

Art bids us touch and taste and hear and see the world.

The report of the Sanitary Board meeting on Tuesday is held over.

The S.M.S. Jaguar arrived yesterday from Swatow.

Mr. C. Berkeley Mitchell, Captain-Superintendent of the Amoy Police, is in town.

The band of the steamer Korea will play at a concert at the Hongkong Hotel Roof Garden on Friday evening.

Two striking photographs of the recent eclipse of the sun are forwarded to us by A. Fong of Queen's Road Central.

Messrs. H. Price & Co., Ltd., of 12-Queen's Road Central, have kindly forwarded to us a sample of their G. P. whisky as advertised. We have tried it and found it mellow, finely flavoured, emphatically worth trying.

Messrs. Kelly & Walsh, Ltd., York Building, Chater Road, have sent us a set of their new local Xmas cards for home sending. In style, conception, and finish the cards are above praise. Our readers can be recommended to have a look at them.

To-day at the Police Court Mr. J. R. Wood delivered his decision in the case, in which Bello Pimbi was summoned by Sgt. MacDonald for exceeding the speed limit. It will be remembered that at the last hearing, Mr. Reader Harris, of Messrs. Wilkinson and Grist, appearing for the defence, urged that the evidence of one stop watch, without further corroboration, should not be accepted by His Worship. Mr. Wood imposed a fine of \$30.

Room Heaters.

A reasonable advertisement elsewhere calls attention to the "Perfection Blue Flame" kerosene heater. The value of these heaters in a humid climate is undoubted and as they give heat without smoke or smell they should gain wide popularity. They are to be viewed at the offices of the Standard Oil Co. of New York, Hotel Mansions.

Boxing.

Considerable interest is being taken by the public in the forthcoming match at the City Hall between Jack Blackmore and Dick Hannaford. Blackmore has been training at the V. R. C. for the event and will finish his training to-morrow. He is looking extremely fit and says that he can give a good account of himself on Saturday. Hannaford is also reported to be in good trim, so the contest should prove well worth seeing.

Foreign Trade in Japan.

During September the imports into Japan amounted to a value of ¥69,495,863, as compared with ¥75,930,075 for the corresponding month last year. This heavy falling off is not wholly due to the working of the new tariff, however, or to anticipatory imports, as the decrease of 4.1-2 millions is accounted for by a decline in the import of raw cotton, upon which no duty is paid. Exports for the month amounted to ¥32,033,507, an increase of a million yen on last year's figures, the total increase in exports for the nine months being 2.1-2 millions, while exports last month exceeded imports by 17.1-2 millions. The trade for the nine months, however, still shows an excess of imports over exports of 95 million yen.

Military Motor-Cars.

Trial trips of the two military motor-cars constructed at the Osaka Military Arsenal and of two other foreign-made cars are to be held shortly between Tokyo and Osaka, each car carrying a quantity of rice and barley. The cars were to start from Osaka on or about the 20th instant. As the Tokaido road was damaged by the recent inundations, and in some parts is still under repair, it is not yet decided whether the Tokaido or Nakasendo will be followed. The object of the trial is to test the ability of the cars to negotiate the most difficult parts of the road. Each car will carry four or five military officers together with a complete repair outfit.

A SIN OF OMISSION.

Messrs. Watson and Co. and Morphine.

Before Mr. F. A. Hazeland at the Magistrate's this morning, Messrs. A. S. Watson and Company were charged with (1) Importing morphine into the Colony in contravention of Section 23 of the Opium Ordinance and failing to have certain cases marked "Poison" and (2) with being in possession of 5 lbs. of morphine in excess of the amount allowed.

Mr. P. M. Hodgson, Assistant Crown Solicitor, prosecuted and Mr. Eldon Potter, instructed by Mr. J. Scott Harston, of Messrs. Ewens and Harston, appeared for the defence.

Mr. Hodgson, in outlining the facts of the case, stated that on August 30, Messrs. Watson and Company landed in Kowloon a case, which remained in the godown for four or five days—he thought it was four days. The Revenue Officer in charge in Kowloon upon receiving instructions sent a message to Messrs. Watson and Co. to come over and open the case. The manager of the warehouse, Mr. Nobbs, went over and opened the case and found a number of tins marked "Poison." The Revenue Officer took the tins away for analysis. The outer case containing the tins was not marked "Poison." After the inspection, the defendants took steps to have a declaration made. The total weight was given as 224 lbs. of morphine and in a letter which was subsequently written by the defendants, it was admitted that there was an excess of five lbs. There were two breaches of the regulations—landing morphine in breach of the Ordinance and having in possession more than the quantity allowed.

His Worship—I take it that the tins containing ordinary lozenges. There is no question of fraud?

Mr. Hodgson—The question of fraud or mala-fides is not for me to deal with under the Ordinance; as to whether there is fraud or mala-fides is entirely a question for your Worship on the facts and the penalty will be adjusted accordingly.

His Worship—The prosecution considers it a serious offence?—Yes.

They are tough lozenges. There is no question of fraud?—It is entirely for your Worship to decide.

No, no, it is not a question of the matter being for me to decide. It is not suggested that they were not tough lozenges?—No.

Mr. Potter on behalf of the defence said that Mr. Tarrant's name appeared as the defendant but the real defendants were Messrs. A. S. Watson and Co. He (Mr. Potter) should have thought that the prosecution would have made an unqualified withdrawal of the statement of fraud. He was surprised to hear it stated in Court by the prosecution that it would merely leave the matter to be decided by his Worship. Messrs. Watson and Company was one of the oldest firms in the Colony, having business in Hongkong as far back as 1841. The firm so conducted its business that it had gained a reputation not only in Hongkong but throughout the Far East. It carried on a very extensive business in the Colony, employed a large staff and paid large wages. The firm annually paid a considerable sum of money to the Government in the shape of Crown rent, duties, etc., which amounted to \$30,000 a year. He thought he was only stating a truism when he said that the welfare of the Colony was bound up with the welfare of a firm like Messrs. Watson & Co., who were entitled to expect reasonable protection from the Government. So far from getting that protection, the firm was open to being unduly harassed, which was unfair and unjust, by the Government.

His Worship—Don't say, the Government. Use the word "Legislature."

Mr. Potter—Perhaps I better use the word "Legislature." Proceeding Mr. Potter said that the prosecution was instituted under Section 51 of the Ordinance. By that Ordinance, it was first of all provided that to import morphine, the importer must obtain a license by paying \$25. He had got to pay a royalty of \$10 for every ton of morphine imported, not to the Hongkong Government

in aid of the revenue, but to the Opium Farmer. Not only was every local chemist fined \$10 per ton but not a cent of the money went to the Government, but it all went to the Opium Farmer. So closely had the Government identified itself with the Opium Farm, that not only the \$10 royalty, but also the \$25 license fee went to the Opium Farmer. The result was fairly obvious. It gave the Opium Farmer a monopoly of the drug. Certain regulations had been passed by the Legislature which were incorporated in the Ordinance and by those regulations a large number of foreign produce were freed from the provision of Section 51 of the Ordinance. So that, in addition to paying \$25 for the license certain foreign preparations were freed from duty, and the local preparations were not. He believed that a number of local preparations were exempt from duty but the number was only 23 against 68 of the foreign preparations exempted from duty. The position was extraordinary. The position created by the Legislature was that the local chemist was squeezed in two directions—payment of duty and the discrimination exercised by the Legislature in favour of foreign preparations. In the case of the foreign preparations, it was expressly provided that the license might be revoked by the Governor without any cause being assigned while every little breach under the Ordinance as regarded the local preparations was made an offence without regard to the fact whether or not the party concerned was guilty of intent to defraud. Any mere breach laid the party open to fines ranging from \$1 to \$100, to say nothing of three months' imprisonment if the Magistrate so pleased. The only conclusion the public could come to was that Messrs. Watson and Company had attempted to swindle somebody, probably the Opium Farmer. The facts of the case were these. Revenue Officer Brett saw a case marked "Confectionary." He asked Mr. Nobbs about it and the latter replied he did not know, because he had not ordered it and said he would have to find out. Mr. Brett then and there opened the box. He found cough lozenges. Mr. Nobbs himself calculated the amount and properly declared it. The charge was that the box did not have upon it the word "Poison." If the prosecution suggested in any way that there was absence of good faith on the part of Messrs. Watson and Company, why did it not prosecute them under Section 90 of the Ordinance, which provided that any attempt to import in breach of the regulations constituted an offence, and defendants would clearly have been guilty of an offence. But where could the offence lie unless the defendants wanted to smuggle without clearing, and there was no such suggestion. The only ground on which the Crown could base their suggestion that the defendants had acted improperly was that they did not declare the contents of the box, which, as a matter of fact, was done the moment they found out about the matter. He submitted that the smallest fine his Worship could impose would be a sufficient fine to meet the ends of justice. The result of the Ordinance was that any Home manufacturer who sent out boxes without the word "Poison" rendered the defendants liable. His Worship would therefore see how hardly the Ordinance bore on them. The defendants were absolutely in the hands of the Home manufacturer. Perhaps the Legislature did not appreciate the hardship which the Ordinance inflicted on the defendants, and perhaps the law would be amended, but in the present case, the only way to meet the case was to inflict a nominal fine, unless his Worship was satisfied that there was intent to defraud. The defendants' books showed no attempt at concealment and there was no suggestion of want of good faith. In the case of a firm of the size of Messrs. Watson, it was difficult to calculate just how long a certain amount of morphine would last and it was therefore almost inevitable that when a fresh lot arrived, a portion of the previous lot remained. The prosecution might ask why they did not write to Dr. Atkinson to ask for a permit. The defendants

admitted the offence but he submitted it was merely a sin of omission. The person who was responsible for the prosecution must have realized that having imported a fresh lot, five lbs. of the previous lot remained over, therefore the only offence was that the defendants did not ask Dr. Atkinson to sanction the balance of the previous lot. If the defendants had so wished, they could easily have concealed the stuff, because there was nothing in the books to show that there was a balance of the previous lot. In both cases, the ends of justice could be met by inflicting a nominal fine. It was clear that the defendants were the victims of circumstances. They imported hundreds of boxes of confectionery and that being so, it was natural that a box might be marked "Confectionary." Had the defendants asked Dr. Atkinson for sanction, he was sure it would have been granted. He need hardly say that that was the first offence of the defendants and the prosecution did not press the charge.

His Worship remarked that he was satisfied that there was a total absence of mala-fides and imposed a nominal fine of \$5 on each penalty.

THE S.S. SHINYO MARU.

A Fine New Ship.

The new Toyo Kisen Kaisha steamer, Shinyo Maru, which arrived in Hongkong yesterday, has already been mentioned in our columns, but the interest evinced in her appearance in port, should justify a further reference to this latest addition to Hongkong's visitors.

The Shinyo Maru is a Japanese built boat with a displacement of 21,000 tons, and a gross tonnage of 13,377 tons. Her length is 575 feet while the distance between the two perpendiculars is 550 feet and her beam 63 feet. The cargo capacity is 9,262 tons, which is to be handled through twelve hatches, by six derricks with twelve booms, and twelve four ton winches to front post and booms are built for heavy cargo especially having a lifting power of 25 tons each.

The engines fitted are Parson's turbine engines capable of developing 21,000 h.p., and on her trial run she made a speed of over twenty knots per hour. The new boat is essentially a safe one, is double bottomed throughout and fitted with ten water-tight bulk heads and numerous water-tight doors which can be simultaneously closed by an automatic arrangement from the bridge. Besides wireless apparatus which is capable of working over a three mile range, the vessel is equipped with a new sounding contrivance which can detect land sounds and bells which are imperceptible to the ear, a useful apparatus in times of fog.

Turning from the machinery to the accommodation it is found that everything has been carried out on a sumptuous scale. In all there are 63 first class cabins including two suites of a sitting room, bedroom, and bath room, while four of the larger cabins are each fitted with four berths, and are called "family cabins." The furnishing is both comfortable and artistic while that can be important factor, temperature can be regulated at will by either electric fan or steam. Even the ventilation is improved in such a manner that that stuffiness peculiar to ships, will be nearly, if not entirely, obviated. The main dining saloon is a thing of beauty. Large and spacious it is fitted with different sized tables to meet the convenience of passengers. The result is most certainly pleasing and we are informed that passengers on the first voyage were more than pleased at this departure from the conventional long table that has been so long in vogue. A visit to the ship to-day would find that what the owners have claimed for it have been amply substantiated and the craft is certainly one of the best entering the port. This morning the members of the local press were entertained on board at the invitation of Mr. K. Matsuda, and shown round by the genial master, Capt. H. S. Smith. The vessel, which will be thrown open for public inspection on Friday, is the last word in ships running on Trans-Pacific lines.

NOTES AND COMMENTS.

A notification has been sent to Peak residents by the Hongkong Electric Co., Ltd., in reference to the supply of a service, which it is hoped will begin next April. We announced some time ago that the Government had given its sanction to the institution of this service and the Peak residents will, no doubt, be pleased to get this confirmation.

A big battle is expected any day, according to to-day's telegrams, but it is to be hoped that the rebels will be reasonable and will give the Imperial generals time to finish their literary efforts first. Nearly all of them are busy with gall-dipped pens. Yuan Shih-kai has asked that he should be made top dog and that Yin Chang should be merely his more or less trusty terrier, so to say. Yin has replied to this that Yuan is an impudent and conceited fellow. This is quite mild, but Yin, if he fails quite to get to grips with Yuan, takes it out of Admiral Sir Sah. He describes Sir Sah as undependable—as a no-user indeed. The memorial has been shelved, we read, but we hope Sir Sah will come along with his notions very shortly. Meantime the Canton Viceroy, Chang Ming-chi, has popped up with his little lot. He has memorialized the Throne asking that the members of the Royal Family should be removed from the Cabinet. That is daring enough, but he goes quite out of his way to seek for trouble when he asks the Throne to issue a rescript laying the blame of the Rebellion on itself. That memorial also, says one of our telegrams, is "held over." There is a grim, but probably unconscious, significance in "hold over." It is as though the Throne had said, "We are busy now, and this goes into a pigeon-hole for the moment. But we hope to consider it carefully later." The betting at the moment is against Chang, and the odds may lengthen after a bit.

The fact that banks in Hongkong have been sending money to North China reminds one—by association of ideas only; the cases have nothing more in common—that the French Socialist journal, "L'Humanite," has been waging war against the bankers, who secretly lend money to Germany. It declares that a sum of at least \$50,000,000 is concerned. A soldier who traffics in his arms is immediately treated as a traitor; why is no notice taken of the banker, who lends money to a foreign Power? The newspaper declared that part of the recent crisis in Germany was due to the withdrawal of capital from Germany and its return to France. The "revolutions" are by no means new. It has long been known that millions of French francs find their way, by more or less roundabout means, into German coffers, and that German industrial development largely depends upon this outside aid. But if "haute finance" knows no frontiers the "petite epargne" is differently constituted, and resents the suggestion that it should assist by its thrift the aggressive commercial and military policy of the Teuton. Nevertheless, that these subjects should be discussed is a sign of the times—a sign that the monetary interdependence of nations has created a new basis of battle.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.S. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John.
"EMPERESS OF INDIA" Satur., Nov. 4.	"EMPERESS OF BRITAIN" Fri., Dec. 1.
"EMPERESS OF JAPAN" Satur., Dec. 2.	"EMPERESS OF BRITAIN" Fri., Dec. 29.
"MONTAIGLE" Satur., Dec. 30.	
1912	1912
"EMPERESS OF INDIA" Satur., Jan. 27.	"EMPERESS OF IRELAND" Fri., Feb. 23.
"EMPERESS OF JAPAN" Satur., Feb. 24.	"EMPERESS OF IRELAND" Fri., Mar. 23.

S.S. "MONTAIGLE" calls at Moji instead of Nagasaki.
Steamers will depart from Hongkong at 7 a.m.
Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.
SPECIAL THROUGH RATES—Special rates (First Class-only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants Officially posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTAIGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port...£43. Via New York...£45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. GRADDOCK, General Traffic Agent,
Corner Padder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI.....	LOKSANG	Thursday, 26th Oct., Noon.
SINGAPORE, PENANG, & CALCUTTA	KUMSANG	Friday, 27th Oct., Noon.
MANILA.....	YUENSANG	Saturday, 28th Oct., 2 p.m.
MANILA.....	LOONGSANG	Saturday, 4th Nov., 2 p.m.
SHANGHAI.....	CHOYSANG	Thursday, 2nd Nov., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).
The steamers "Kumsang," "Namsang" and "Kooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuddat, Lahad Datta, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. Hongkong, 26th October, 1911.

THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"LUCERIO".....	J. Mathie	11,000	October 26th.
"STRATHLYON".....	J. R. Shaw	8,000	November 2nd.

To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780.

Hongkong, 6th October, 1911.

NEW LINE OF STEAMERS

TO

SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Belra, Delagoa Bay, Harbin, East London, Port Elizabeth and Cape Town, calling at Mauritius, sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIO".....8,000 tons.....To be despatched end Dec.

S.S. "KATANGA".....8,000.....To follow

For rates of Freight or Passage, apply to

THE BANK LINE, LIMITED.

Managing Agents.

Hongkong, 24th August, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	KAGA MARU, Capt. M. Hagino, Tons 7,000 ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 8th Nov., at Daylight. WEDNESDAY, 22nd Nov., at Daylight. WEDNESDAY, 6th Dec., at Daylight.

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, Kobe, YOKOHAMA, ONI, & YOKOHAMA	KANAKURA MARU, Capt. J. Richards, Tons 7,000 AWA MARU, Capt. Iizawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	SATURDAY, 4th Nov., from KOBE TUESDAY, 7th Nov., at Noon. TUESDAY, 5th Dec., at Noon.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, T. 6,000 YAWATA MARU, Capt. T. Sekine, Tons 5,000	FRIDAY, 27th Oct., at Noon. FRIDAY, 24th Nov., at Noon.
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SHANGHAI, MOJI & KOBE.....	OEYLON MARU, Capt. Tozawa, Tons 5,000	TUESDAY, 7th November.
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N'SAKI, KOBE & YOKOHAMA.....	NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 22nd Nov., at Noon.
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Kobe & YOKOHAMA.....	HITACHI MARU, Capt. T. Yamawaki, T. 7,000	THURSDAY, 26th Oct., at 11 a.m.
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BOMBAY, via SINGAPORE & COLOMBO.....	WAKASA MARU, Capt. N. Nishida, T. 7,000	WEDNESDAY, 31st October.
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† Fitted with new system of wireless telegraphy.
* Carries deck pass agents. † Cargo only.

NEW LINE OF STEAMERS BETWEEN
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong :
"KIRIN MARU".....Tons 4,000.....Capt. DeguchiNov. 2nd.

1912 PASSENGER SEASON, 1912
FOR EUROPE.

Steamer.	Tons	Captain	From Hongkong.
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. C. Moser	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

Steamer.	Tons	Captain	From Hongkong.
INABA MARU	7,000	S. Tomimaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000		April 9th.
AWA MARU	7,000	T. Iizawa	April 23rd.
INABA MARU	7,000	S. Tomimaga	May 21st.

From Hongkong direct to Nagasaki 1 day, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO. LTD.

SAILINGS SUBJECT TO ALTERATION.

From	STEAMERS.	To Sail.
SWATOW, AMOY and SHANGHAI.....	"HANGCHOW".....	26th Oct., Noon.
HONGKONG, PAKHOI & HAI-PHONG.....	"SUNGKIANG".....	26th " Noon.
SHANGHAI.....	"CHINHUA".....	26th " 4 p.m.
SHANGHAI.....	"ANHUI".....	28th " M'night.
MANILA, CEBU & ILOILO.....	"TAMING".....	31st " 4 p.m.
SHANGHAI.....	"CHENAN".....	2nd Nov., 4 p.m.
SHANGHAI.....	"LINAN".....	4th " M'night.
WEIHAIWEI & TIEN TSIEN.....	"HUICHOW".....	5th " D'light.
MANILA, ILOILO & CEBU.....	"TEAN".....	7th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin crew Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft. Saloon accommodation of a. "Kallong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chienan), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Moray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares.—Single \$45. Return \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 38.

Hongkong, 24th October, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings, from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to

Marseilles, Havre, Bremen and Hamburg and New-York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong :

OUTWARD.

For Shanghai, Kobe & Yokohama :
S.S. Slavonia 3rd Nov.

" Scandinavia 18th Nov.
" Spezia 2nd Dec.

" Segovia 14th Dec.
" Silesia 27th Dec.

" Ambria 10th Jan.
" Goldensfel 24th Jan.

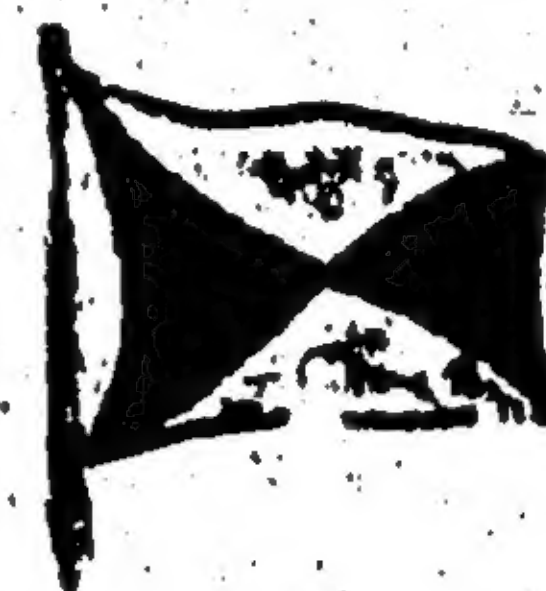
For Havre, Bremen & Hamburg :
S.S. "Sengambia" 28th Oct.

For Havre & Hamburg :
S.S. "Bayern" 8th Nov.

For Rotterdam, Hamburg & Antwerp :
S.S. "Sachsen" 11th Nov.

For Havre & Hamburg :
S.S. "Aradia" 16th Nov.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office. [1911]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 30th Oct., 4 p.m.
ZAFIRO.....	4000	M. C. Smith	MANILA, CEBU & ILOILO	FRIDAY, 10th Nov., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 21st October, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.
Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
ST. ALBANS.....	20th Oct.	Saturday, Nov. 11.
EASTERN.....	17th Nov.	" Dec. 9.
AUDENHAM.....	1st Dec.	" Dec. 23.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru".....	21,000	H. S. Smith	Nov. 3rd, Noon.
S.S. "Chiyo Maru".....	21,000	W. W. Green	Dec. 1st, Noon.
S.S. "Nippon Maru".....	11,000	A. G. Storer	Dec. 22nd, Noon.
S.S. "Tenyo Maru".....	21,000	E. Bent	Dec. 29th, Noon.

These steamers are equipped with Turbine Engines and Triple Scurves.

All steamers carry Japanese Government wireless telegraph and post office. The Triple Screw steamer Shinyo Maru will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 3rd November, at Noon.

INTERMEDIATE SERVICE.

The S.S. "Nippon Maru" will be run as an Intermediate Steamer on and from 22nd December, 1911. Rates of passage furnished on application.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing
Hongkong Maru.....	11,000	Wednesday, Dec. 13, Noon.
Kyo Maru.....	17,000	Tuesday, Feb. 18, Noon.

For further particulars as to Passage and Freight, apply to

K. MATSUDA, Agent.

KING'S BUILDING, Praya Central.

COMMERCIAL.

Rubber.

The "L. & C. Express" of September 28 has the following:—

The market for Para has been

dull and rather lower without

much business doing. Hard fine

on the spot quoted 4s. 8d. value

(last year 6s. 6d.). September

October delivery sold at 4s. 8d.

to 4s. 7s. 4d., closing 4s. 8s.

value, October-November 4s.

7.1-2d. value, November-December

sold at 4s. 6s. 4d. and value,

December-January and January-

February 4s. 6.1-2d. value. Soft

Fine, September-October quoted

4s. 5d. value. Plantations neglected

and lower Contract

qualities September delivery

quoted 4s. 1.1-2d. September-

October 5s. 0.1-2d., October-November

4s. 1.1-2d. and January-March at

4s. 0.1-2d. The receipts at Para

this month are 2,260 tons, against

1,180 tons last year.

At the regular monthly public

sale at Antwerp, which was held

on the 27th ultimo, the inscription

passed off with an active demand,

most qualities participating in a

noted improvement. Plantation,

owing to the large sales in Sep-

tember, especially in London, has

not been easy to place, and the

LOG BOOK.

Eliminating Old Torpedo Craft.

The process of elimination established some time back, in connection with casting from sea service all the older kind of torpedo craft, whose engines and hulls are not worth repairing, is steadily pursued with the best effects in keeping our naval basins and harbours clear of obsolete and useless vessels, and our flotillas composed of boats of sound fighting value. Whenever an old torpedo-boat or destroyer is placed in dockyard hands for a thorough overhaul and repair, the vessel is first of all subjected to severe tests on those parts of her hull and machinery which experience has taught are the first to give out from age; and if these are found to be in such a state as to make their repair a matter of questionable expenditure, further parts of the hull and machinery are examined, with a view to find out if it would not be more economical to "scrap" the whole vessel and leave the money it would cost for repairs free to be used for new construction. This process of elimination has resulted in several old vessels being consigned to the scrap-heap during the last few years. Altogether dockyard repairs are being systematised with great benefit to the national purse. Before annual refits of torpedo craft now take place, examination has to be made of the boiler tubes, and if it is found that their "life" extends only to about three months or so, then the main refit of the vessels is held over, and temporary patching only is done to keep the vessel going until re-tubing becomes essential, when all the larger repairs are carried out while the re-tubing of the boilers is being done. This is so much a business and common-sense arrangement that one wonders why it was not adopted long years ago. But better late than never.

Development of Wireless.

Telephony.

When referring the other day in this column to the possibilities of the use of wireless telephony in the navies of the world, and to the part it may presently play in manoeuvring a fleet in the presence of the enemy, it was by no means forgotten that "wireless" at present has a large place in this function. But it is too often overlooked by the layman that in spite of all the "tuning" of instruments and the use of secret codes, yet it is possible for an enemy either to collect the message as it is sent and endeavour to find the key to the code, or for a powerful wireless station to pump such a series of discordant letters into the air as to almost wholly confuse the receipt of intelligent messages by instruments within the radius of its power. Whether wireless telephony can be satisfactorily safeguarded from similar disturbances remains to be seen. If it can it will have a distinct advantage within a given field over telegraphy. Again, if wireless telephony can be developed sufficiently to allow of its being satisfactorily used under water, the vessels composing submarine flotillas will be able to communicate more freely with each other when submerged than is the case at the present moment. There are the submarine sound signals used around the coasts for giving warning and guidance to vessels approaching the land or voyaging along the shores in thick or foggy weather, which are being gradually perfected and are even now rendering much assistance to our merchant ships; but as yet there is no means of rapid communication under water such as is required to meet adequately the needs of submarines, either in time of peace or war; and if wireless telephony can be made to satisfactorily fill this need, it will be warmly welcomed by the naval authorities.

Intimations

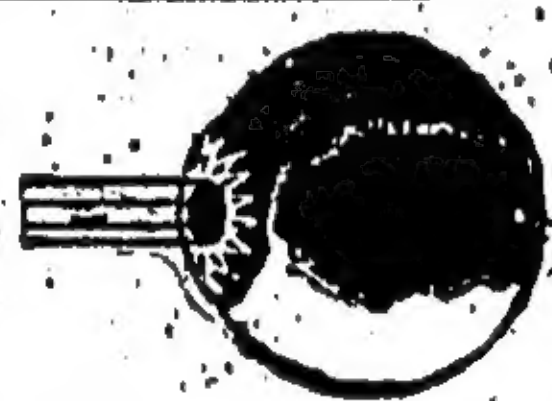
AERTEX CELLULAR. REGAL SHOES J. T. SHAW, TAILOR and OUTFITTER.

21, Hongkong Hotel Buildings, Queen's Road. [1258]

PEAK TRAMWAYS CO. LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.30 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 3.00 p.m. " 15 min.	
3.00 p.m. to 3.10 p.m. " 10 min.	
NIGHT CARS.	
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.	
SUNDAYS.	
8.00 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra Cars at 11.45 p.m.	
SPECIAL CARS.	
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.	
JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 16th June, 1911.	



SUN GLASSES.

Any tint made to any prescription. No charge for testing sight. Repairs of all description made by competent workmen.

N. LAZARUS,

Ophthalmic Optician, 14, D'Aguiar Street, Hongkong. Hongkong, 24th July, 1911. [929]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

Loans on Mortgage of House Property &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application). THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co. General Managers. Hongkong, 19th March, 1908. [116]

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works. 50-ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets and Metal Specimens. GRAVING DOCK 78 1/2 ft. by 88 ft. by 14 ft. 6 in. Pumps empty Dock in 3-4 hours. THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing excellent facilities for painting ships with most efficient results. 100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS. Estimates given for Docking, Repairs to Hull and Machinery, constructional Work. MANAGERS AND AGENTS: BUTTERFIELD & SWIRE, HONGKONG, CHINA.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, VIA	DEVANHA	Noon	See Special
USUAL PORTS OF CALL	Capt. W. R. Hickey	28th Oct.	Advertisement.
LONDON & ANTWERP	SUMATRA	About 1st Nov.	Freight and Passage.
WYER, S. POPE, PERANG, C. MOO, PORT SAID AND MARSEILLES	Capt. W. R. Le Mare, R.N.R.		

For Further Particulars, apply to E. A. HEWETT, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, 20th October, 1911. [4]

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS TO SAIL ON

FOR	STEAMERS	TO SAIL ON	REMARKS.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	PRINZ Eitel Friedrich, Capt. E. Malchow, 16,000	WEDNESDAY, 1st November, at Noon.	
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	THURSDAY, 2nd November.		
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINZ Waldemar, 6,100	SATURDAY, 4th November, at 10 a.m.	
Kobe & Yokohama	COBLENZ, Capt. L. Klugkist, 6,750	About TUESDAY, 14th Nov.	

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 20th October, 1911. [7]

WANG HING, Jeweller. THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY. 10, QUEEN'S ROAD CENTRAL. Hongkong, 19th Oct. 1911. [109]

THE LEEDS FORG CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description. Pioneers in the Design and Manufacture of PRESSED STEEL UNDERFRAMES and BODIES and ALL STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE TAIKOO DOCKYARD & ENGINEERING CO., LTD. OF HONGKONG, LTD. BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd September, 1911. [1403]

SHIPBUILDERS, SALVORS, AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works. 50-ton Hydraulic TESTING MACHINES for Chains, Wire Ropes, Rivets and Metal Specimens. GRAVING DOCK 78 1/2 ft. by 88 ft. by 14 ft. 6 in. Pumps empty Dock in 3-4 hours. THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing excellent facilities for painting ships with most efficient results. 100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS. Estimates given for Docking, Repairs to Hull and Machinery, constructional Work. MANAGERS AND AGENTS: BUTTERFIELD & SWIRE, HONGKONG, CHINA.

Shipping—Steamers.

DOUGLAS STEAMSHIP CO., LD Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIPS	CAPTAIN	LEAVING
Halyang	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 a.m.
Haikun	Capt. J. S. Roach	TUESDAY, 31st Oct., at 11 a.m.
Haiching	W. C. Passmore	FRIDAY, 3rd Nov., at 11 a.m.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Laprak & Co., General Managers. [579]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN. Expected on or about: Will leave on or about: Tjibah... JAPAN... 2nd half Oct... JAVA... 2nd half Oct. Tjibodas... SHANGHAI... 2nd half Oct... JAVA... 1st half Nov. Tjikini... JAPAN... 1st half Nov... JAPAN... 1st half Nov. Tjilatjap... JAPAN... 1st half Nov... SHANGHAI... 1st half Nov. Tjilawong... SHANGHAI... 1st half Nov... JAPAN... 1st half Nov. Tjipanas... JAPAN... 1st half Nov... JAPAN... 2nd half Nov. Tjimanok... JAPAN... 2nd half Nov... JAPAN... 2nd half Nov. Tjitaroom... JAPAN... 2nd half Nov... JAPAN... 2nd half Nov. The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L. For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, York Buildings. Telephone No. 375. [774]

Consigners.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship "YOROK" having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of October, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th of October, at 9.30 a.m. All claims must reach us before the 30th of October, 1911, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents. Hongkong, 19th Oct. 1911. [7]

FROM EUROPE.

THE "HANSA" Steamship "FRIEDRICH," Captain Sandstedt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless notice to the contrary be given to-day. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent. All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 26th inst., at 9.30 a.m. No Fire Insurance will be effected by us in any case whatever. HAMBURG-AMERIKA LINIE, HONGKONG OFFICE. Hongkong, 20th Oct. 1911. [868]

TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS. 230, Des Voeux Road Central. Telephone No. 699. Hongkong, 21st Oct. 1911. [77]

CHINESE ENGINEERING and MINING COMPANY, LTD.

CANTON-HONGKONG-TIENTSIN LINE. Taking Cargo for Tientsin and Ch'angshai.

THE Steamship: For Freight and Passage apply to THE CHINESE ENGINEERING & MINING CO., LTD. Queen's Buildings, DODWELL & CO., LTD. Agents. Hongkong, 11th Oct. 1911. [1188]

TO LET. GODOWNS, 151 to 155, PRATA, KANT. "ORRIGAN," 39, The Peak. THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED. Hongkong, 1st July, 1911. [1189]

TO LET. GODOWN No. 5A, DUNDRELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED. Hongkong, 1st July, 1911. [141]

TO LET. OFFICES on 1st and 2nd Floors now in course of erection at No. 8, DES VOEUX ROAD. Apply to DAVID SARASON & CO. Hongkong, 19th Oct. 1911. [1252]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "CEYLON" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, BOMBAY and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. This vessel brings on Cargo: From London, &c., or via "Harley." Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared by the 27th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent. Hongkong, 21st Oct., 1911. [4]

THE Steamship "DEVANHA," Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this for Bombay, Marvell's and London Direct, on SATURDAY, the 28th October, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "Macedonia," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, Teas and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed by the s.s. "Moros," due in London on the 9th December, 1911. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 16th Oct. 1911. [4]

SHINE LINE OF STEAMERS, LIMITED. FOR LONDON & ANTWERP.

THE Steamship "FLINTSHIRE" Captain G. C. O'Quay, will be despatched for the above mentioned ports about 11th November. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 14th Oct., 1911. [1448]

